

(ESTABLISHED 1881.)

**\$36 PER ANNUM.
SINGLE COPY 10 CENTS**

Shipping—Steamers

HONGKONG, CANTON. MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON	CANTON TO HONGKONG	HONGKONG TO CANTON	CANTON TO HONGKONG
MONDAY, 14th November.		THURSDAY, 17th November.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HOMAM	8.00 A.M. HOMAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAM.	5.15 P.M. FATSIAN	10.00 P.M. FATSIAN	5.15 P.M. KINSHAM
TUESDAY, 15th November.		FRIDAY, 18th November.	
8.00 A.M. HOMAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HOMAM
10.00 P.M. FATSIAN	5.15 P.M. KINSHAM	10.00 P.M. KINSHAM	5.15 P.M. FATSIAN
WEDNESDAY, 16th November.		SATURDAY, 19th November.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HOMAM	8.00 A.M. HOMAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAM	5.15 P.M. FATSIAN	10.00 P.M. FATSIAN	5.15 P.M. KINSHAM
		SUNDAY, 20th November.	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,135 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.10 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 20TH NOVEMBER, 1910.
The Company's Steamship
"HONAM"
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
and return from Macao at 4 P.M.
FARES:
1st Class Return \$4, Single \$2.00.—and 2nd Class Return \$1.50, Single 75 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M.
and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departs from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departs from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow, every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passages
Companies' direct steamers "Lipton" and "Santal". These vessels have Superior Cabin A
commodification and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.
A. E. DAVIES.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.


CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine and the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation.

Under Personal Supervision of
L GAMEAU, SN BEUMENTHAL,

Proprietor. Manager
Telephone, 197. Telegrams, "Astor,"
THE



“ REMINGTON ”



TYPEWRITE

Is not the cheapest when purchased, but it is cheapest in the long run, as is proved by the fact.

the number of Remingtons sold annually is va-
greater than that of any other make.

It has always been and is to-day the recog-
leader among writing machines.

It does the best work and keeps doing it for

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in bright packing, which are on the market just now. They are offered at low prices and appear new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON,

SIEMSEN & CO.
(Machinery Dept.)

11

100

Orails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
SHANGHAI, TSINGTAU, KOBE	"KLEIST" (T. 17,000)	SATURDAY, 19th November, 6 A.M.
and YOKOHAMA	Capt. O. Pankow	
JESSELTON, PORT SWETLAND	"BORNEO" (T. 5,050)	SATURDAY, 19th November, 5 P.M.
DAKAN	Capt. F. Sarnhill	
MANILA, YAP, NEWGUINEA,	"PRINZ SIGISMUND" (T. 6,000)	SATURDAY, 19th November, 5 P.M.
BRISBANE, SYDNEY	Capt. D. Lenz	3rd Dec., Daylight.
MELBOURNE		

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 18th November, 1910.

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Stomachic, nervous, deficient circulation, nervous dyspepsia, tic or neuralgia, loss of vitality, harassing dreams, restlessness, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, can only be successfully combated by the use of this wonderful and highly scientific preparation. Drugging up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of impure, impure, or other impurities of the blood from whatever cause arising. Sooner it is introduced into the system than it permeates and penetrates to the minutest capillary, overhauling and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, eczema, scurvy, and all glandular swellings, discolourations, roughness, and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, eczema, leucoderma, and all swellings of the joints, discharges, blood poisons, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, stimulating spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 210 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp. VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH CHEMISTS.

OSMAN & CASUM,

1 & 3, D'ARQUILLAN STREET

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN LACE FIGURED VOILES

LACE and EMBROIDERIES a speciality

TABLE LINENS, SERVICETTES and

HOUSEHOLD-LINENS.

Samples on application.

Coast Port Orders carefully

executed

Hongkong, 18th November, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'ARQUILLAN STREET,

HONGKONG,

Hongkong, 18th November, 1910.

GENTLEMEN,
WE HAVE SOMETHING TO
SUIT YOU!

JUST ARRIVED, a wide range of New

Fashionable Suit length pieces of 3/4 yds.

—double width.

Pyjama Suits, Woollen, Flannel

and Flannelette.

Silk Scarves, assorted colours;

Scent Pins, rolled gold and gold

plated. Dress Neck Ties, White

and Black.

HOOSAIN-ALI & CO.,

NO. 14, QUEEN'S ROAD CENTRAL

Hongkong, 18th November, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the

rates of Subscription to the Hongkong

Telegraph (daily and weekly issues) will be as

follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportionate.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.25 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents, Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.) There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 18th November, 1910.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.O. 4th, 5th Edition, Lieber's, Scott's, A.L., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance 80 " Width of Entrance 50 " Width of Entrance 63 "
Water on Blocks 18 " Water on Blocks 26 " Water on Blocks 21.5 "

Mooring basin 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 513, or 575; Customs Branch Office 1372, Takashimacho Office 291, or 2052; Irifancho Office 2151.

106 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 1915 acres. Direct water frontage of 2.56 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 432 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VEUUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers,

Hongkong, 18th November, 1910.

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POWER PRODUCTION.

There are very few industries nowadays, in fact claim to regeneration under that term, which do not require to utilize power for the driving of some form of machinery. Quite a totally the question of how this power should be produced comes up for consideration, and the manufacturer is called upon to deal with it. Now, any other form of drive than by electric motor has come to be regarded not only as uneconomical but also as undesirable. The main reasons for arriving at this conclusion need not be reiterated here. It may be taken, as an accepted fact that

ELECTRIC POWER FINDS FAVOUR for the driving of machinery where other methods do not. Manufacturers appear to be more and more willing to connect themselves to the electric drive, but they show signs of a decided preference for isolated plant as distinguished from an outside source of supply. At one time the argument in favour of the latter could not be supported on engineering grounds because the quantity of power supply even in its broadest sense was purely local. Transmission from power units concentrated at some central spot, was regarded as

A PHYSICAL ABSURDITY, hence the growth of the isolated plant. Boilers, steam engines, chimney stacks, and other adjuncts of mechanical power production have given the manufacturer the impression that he is an engineer as well as the maker of a marketable commodity. His business is to turn out a sound commercial article at a fair price, and the power he uses to this end should stand in the same relation to the finished result as the materials constituting the basis of the particular product. These the manufacturer buys as raw material. Why? Because he is a manufacturer and not a dealer. He does not attempt to

FASHION HIS OWN RAW MATERIAL. "That is not my business," he says. "Others have done the work for me and I rely upon their expert knowledge and experience to fill my need. Exactly, but time was when the maker was in so small a way that certain raw materials had to pass through his hands before they were ready for his purpose. Increased demand made it cheaper for the stuff to be obtained from a specialist in its production, and the same may be said of power. Electrical energy can be produced much more cheaply on a large scale than on a small one and, unlike any other form of power, is readily transmissible.

The early manufacturer had no prospect of availing himself of a power agent so

ELUCIDATE AND ECONOMICAL as the electric motor supplied with energy from an outside source of power. But the modern power user is privileged. These improvements are at his doors, and his for the asking. He may now treat his supply of power in exactly the same manner that he does his steel ingots or pig iron or other stock from which he feeds the tools in his shop—he may buy it. We do not say must, because conditions vary and power can be generated by the user of it, if he so desires. On this ground the comparison of power with raw material cannot be carried further. But the fact none the less remains that it is an easier matter now to buy power than to make it, and the extension of electric power supply will continue to emphasize this until it becomes a

RECOGNIZED AXIOM OF INDUSTRY.

We may expect to see in the future contracts let for "blocks" of power, much as they are now let for a year's supply of raw materials. Specialization in electric power generation, transmission and distribution will have reduced costs, increased efficiency and ensured reliability: all desirable items from the consumer's standpoint. On a smaller scale than we have in mind these things are done now, and it will not be inconsistent if we ask the manufacturer to ask himself: "For what am I really in business?" If I can purchase a convenient form of power for my purpose, and do so at a cost below which I can make it myself, in the interests of my business should I not buy rather than make?

The excuse for the isolated power plant, in the face of electric power developments, is really a very slender one. Where a supply service is available, the isolated plant should

"GO OUT OF BUSINESS."

especially in the small sizes, and power users should be made to realize that the establishment of the electric power station in a particular area is equivalent to the setting up of a factory for supply of some commodity required by all the manufacturers in common. The production of this commodity in bulk naturally results in a lower cost to the purchaser than would obtain if he put down plant for its manufacture himself. It is time that power users treated the production of energy for the driving of their machinery in much the same way. Once power as power was not purchasable. Now it is in the market at a fair price. When it is realized that the true business of manufacture is production—not power production—we may witness the desirable spectacle of power users purchasing electrical energy as they now do raw material from the recognized specialist in its production.

GOLD IN TIERRA DEL FUEGO.

What was formerly a small settlement at Punta Arenas is now a thriving town of more than 15,000 inhabitants. Gold has been discovered and mines are worked far back in the interior of Tierra del Fuego Island.

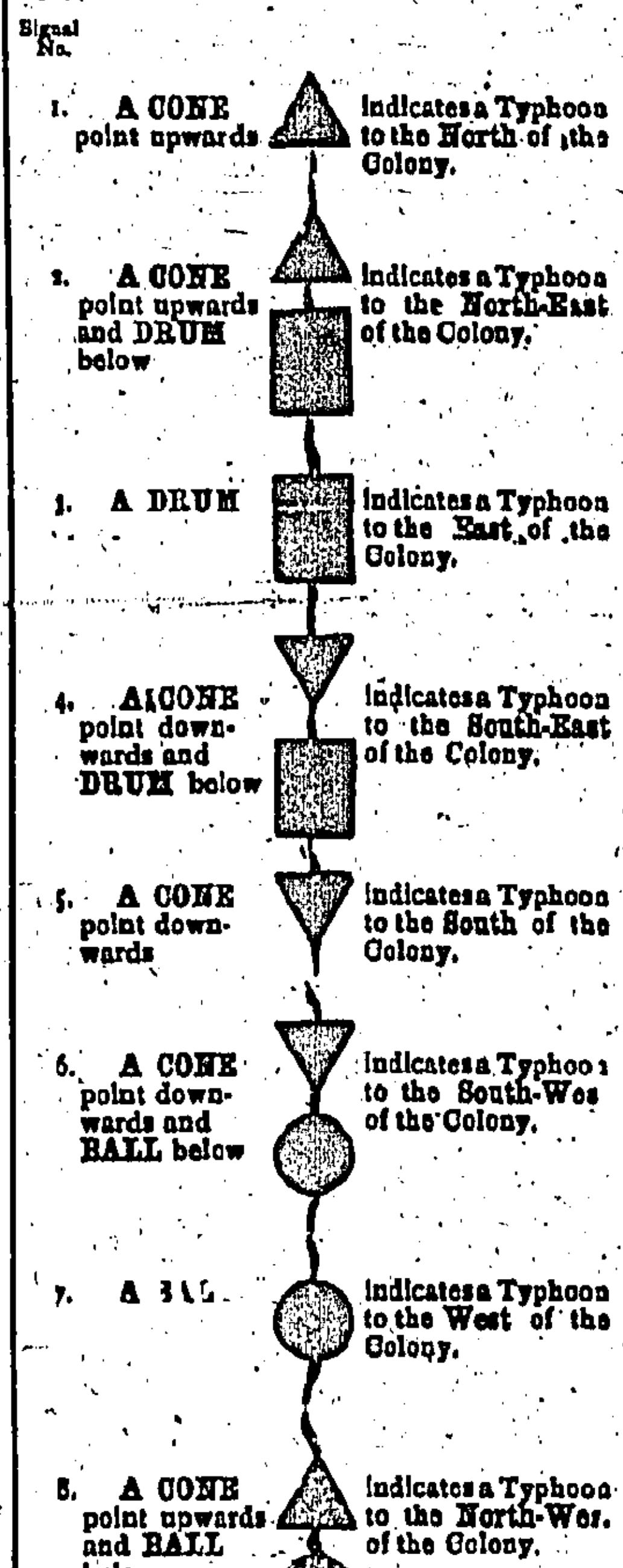
One enthusiastic miner at Punta Arenas is credited with saying that the gold in Alaska will be insignificant in comparison to the strikes to be found in Tierra del Fuego. Many of the wealthy owners of sheep ranches north of Punta Arenas have crossed the Straits of Magellan and are trying their fortunes on the new field.

It is said that more than 250,000 ounces of the precious metal, valued at \$1,000,000, had been taken out in one season and conveyed to England. Much of the gold had been mined on the mainland north of Cape Horn and Punta Arenas, though a considerable quantity came from Tierra del Fuego. The districts in which gold has been found belong to Chile and to the Argentine Republic. Facilities and encouragement are given to miners by both governments, and it is thought that this policy will attract a large number of prospectors to the new fields.

WEATHER FORECAST AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, San Ki Wan, Stanley, Sai Kung, Cape Collinson, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the High Board.

F. G. FINE, Director.

18th November, 1910.

Intimation.

Wm. Powell,
Ed.,

Alexandra
Buildings.

NOW SHOWING

NEW
AUTUMN.

GOODS...

LADIES'...

COSTUMES.

COATS...

EVENING

CLOAKS.

A
LARGE VARIETY
OF
CHILDREN'S

HATS,
COATS,
SHOES,
ETC., ETC., ETC.

WM. POWELL,
LTD.

Alexandra
Buildings.

Telephone 17th November, 1910

"NEVES"

A ROYAL PHYSICIAN'S REMARKABLE
STATEMENT.

"I feel nervous—all on end—something
were going to happen."

How often does one hear these words, or
something very like them, for a sensation of
nervousness is one of the commonest troubles
of modern times.

While the body's own wonderful remedial
power would undoubtedly rectify this condition
if the cause were known, few people are able to
discover this cause, or to give the necessary
care and attention to eliminate it. The result
is that they get worse instead of better.

Happily, for such people there is a perfectly
simple, healthy and lasting means of overcom-
ing and banishing these nervous symptoms
which may take on an infinite variety of forms.
This is Sanaogen, the great revivifying tonic-
food which has received the written endorse-
ment of over twelve thousand doctors, includ-
ing ten physicians to crowned heads of Europe.
Sanaogen contains organic phosphorus in ex-
actly that form in which it exists in the brain
and nervous system. The result is, that the
phosphorus which is always efficient in these
nervous conditions is immediately absorbed
and assimilated by the nervous system which,
at once, begins to set in a perfectly normal
manner.

If, on the other hand, these nervous condi-
tions are ignored they may, in time, lead to
Nervousness with all the misery and morbid
depression that term implies.

Dr. E. Perichetti, Physician to H.M.
the Queen Mother of Italy, writes:—"I have
used Sanaogen in several cases of Neu-
rasthenia, with the result that in every case the
nervous symptoms were greatly diminished. I
am convinced that Sanaogen is a valuable
food-tonic to restore lost strength."

Sanaogen may be obtained of all Chemists
and Druggists.

AN ENGINEERING TRIUMPH.

With the completion of the Pennsylvania
Railroad's new tunnels under the Hudson and
East Rivers, and the opening of the great
station in the heart of the city, begins a distinct
epoch in the railroad history New York. At
present only the tubes under the East River
are open; those under the Hudson are expected
to be open about the beginning of the New
Year. It has been estimated that the tunnels
and stations represent an outlay of no less than
thirty thousand pounds.

PENNSYLVANIA STATION

It is a wonderful building; this station, and,
according to a descriptive booklet issued by
the railway, it covers more territory than any
other building ever constructed at one time in
the history of the world. "The Vatican, the
Tuilleries, the St. Petersburg Winter Palace,
are larger buildings, but they have occupied
centuries in their construction. The Pennsyl-
vania Station is unique, covering as it does
eight acres of ground, with exterior walls ex-
tending approximately one-half of a mile,
all told, and having been erected in less
than six years' time." The main waiting room
is declared to be the largest in the world,
and in appearance rather conveys the idea
of the interior of a church. According to
the booklet, it is patterned after the great
halls and basilicas of Rome, such as the Baths
of Caracalla, Titus, and Diocletian, and the
basilica of Constantine, which are, perhaps,
the greatest examples in history of large roofed-in
areas treated in a monumental manner. The
reader can dream of this who has fifty-five
minutes to wait for the next train, and on en-
tering the waiting room finds one broken chair
and a fire long gone out to welcome him.

BORING THE TUNNEL.

A description of the tunnel and the construction
may be of great interest to the average
person with mechanical tastes. The tunnels
themselves consist of iron rings, and the
installation of every ring meant an advance of
two and a half feet. Eleven segments and a
key piece at the top complete the circum-
ference, and an entire ring weighs about fifteen
tons. The cast-iron plates, or sections of the
ring, have flanges at right angles to the surface
and it is through these that the successive rings
are held together with bolts. The record
progress in one day of eight hours was five of
these rings, or two and a half feet. Hy-
draulic rams, placed against the flanges every
few inches round the tube, were used to push
forward the huge shields with which the tun-
nels were bored. This type of shield weighed
one hundred and ninety-four tons. It had nine
doors in it, and through these came the rock,
or sand, or silt, or whatever material the tube
penetrated. The two shields in the North tube
under the Hudson river met on 17th Septem-
ber, 1906. Each had travelled some three
thousand feet through the river bed, yet the
meeting was perfect. The shields in the South
tube met with equal exactitude. What a tri-
bute to the perfection of modern engineering.

IMPORTANCE OF THE
IMPRINT.

At Bow Street, Messrs. John Heywood,
Limited, were summoned for assailing in dis-
persing large numbers of books in which the
name and address of the printers did not ap-
pear. The magistrate who said this was the
first case of the kind he knew of, imposed a
fine of 5s. in respect of each copy, making £305
in all. There was a further summons
against the firm to show cause why 20,000 copies
of certain obscene books should not be destroyed.
The magistrate ordered the books to be
destroyed and awarded twenty guineas costs.
The prosecuting solicitor said the defendants
were a highly responsible and respectable firm
who carried on business at Manchester and in
London. For the defence it was stated that
the defendants did not print or publish the
works, and had requested customers to return
them.

THE ABRUZZI-ELKINS
BETROTHAL.

EQUALITY DEMANDED BY WOULD BE
BRIDE'S FATHER.

The following despatch was recently sent
from Rome:—

The official denial of an Abruzzi-Elkins
engagement is still the subject of the keenest
discussion in the Italian press. The *Vita* to
a special editorial to-day asserts positively
that the rupture was due to Senator Elkins'
demand that his family have equal precedence
at the marriage ceremony with the bride-
groom's family and that if the duchess's family
came to Italy after the marriage they should
suffer no congenial disability not incurred by other
connections of the royal family. He further
demanded, according to the *Vita*, that the col-
lar of the Order of Annunziata be conferred
upon himself, thus giving him the style of
"count of the king." This claim was thought
to be an ill-timed joke and turned the whole
royal family against the marriage.

"In fact," says the *Vita*, "Katherine Elkins
is the victim of a too enterprising spirit of
Americanism. The senator wanted to take in
the Italian royal family by storm, and it was only
right that he be told to remain, dear sir, in
your proper industrial sphere, and may you
continue to prosper."

WHY ARE WE GOING MAD?

"A straw will show which way the wind
blows, even when that straw is entangled in a
lunatic's hair," says the *Evening Standard*.
Dr. Forbes Winslow, the criminal lunacy ex-
pert, has just published his "Recollections of
Forty Years (Ourselves and Others)," and, holding
up the statistics of insanity as a straw in the
wind, he finds a strong and settled current
blowing in the direction of madness.

"In forty years the proportion of lunatics
to the population of England and Wales
has increased from one in every 418 persons
to one in every 278. When Dr. Winslow
argues that 'we are gradually approaching, with
the decadence of youth, a near proximity to a
nation of madmen' it is not easy to refute him.
Nor is it possible or patriotic to find true com-
fort in the reflection that we shall not be here
when our beloved country is one vast padded
cell, or that profits might be added to show
that it is already an asylum for the mentally
deficient. Engaged, of course, to love to ap-
pear unconventional, love to hear the rest of
the world dub them mad. They will probably
object to being so labelled by a Blue Book.
Some of them, for reasons of locality or pride,
will probably substitute 'lunatic' for 'abnormal.'"
"If we are really going mad, we cannot
employ our scattering wits and our remaining
moments of lucidity to better purpose than
studying the case and endeavouring to postpone
the evil, though not necessarily unhappy, day.
Why are we going mad? Partly, no doubt, be-
cause the tendency of the population is to drift
towards the north, and the tendency of towns is
to drive men crazy with hardship or worry."

"Other countries even more than England,
are chipping a serpent to their bosom. They
are aiding and abetting a traitor. They are
supporting an enemy who tickles them until
they go mad. This enemy, this traitor, this
serpent, is the psychologist, the psychological
thinker, whether artist or man of letters."

"Introspection is the curse of the age, and
for most Englishmen it is imported from
France. Some men are born morbid. Some
have morbidity thrust upon them. The or-
dinary man, we believe, achieves morbidity by
reading the books of such men as Maupassant,
Balzac, Flaubert, or their numerous English
disciples. Mental analysis is an obsession of
some novelists."

"The modern young man is interested in
life, but not mused by it; a great mistake. A
line from a song by Mr. A. E. Housman should
be every young man's text—'Think no more,
lad, Lough bo' jolly!'"

Intimations.

ST. ANDREW'S BALL.

SUBSCRIBERS AND GUESTS are re-
minded that Reel Practices will be held
in the CITY HALL from 5 to 7 P.M. on the
following days:

TUESDAY, November the 22nd.
DANCING SHOES MUST BE WORN BY
ALL DANCERS.

The Committee desire to draw the attention
of members and friends to complaints lodged
as to the inconvenience caused by the attend-
ance of children at the Practice Dances, and
in consequence request that children may not,
in future, be brought on these occasions.

P. S. JAMESON,
Hon. Secretary.

HONGKONG ST. ANDREW'S SOCIETY.
Hongkong, 4th November, 1910.

Public Company

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE.

NOTICE is hereby given that Scrip Cer-
tificates with respect to a share numbered
34 in the above-named Company standing in
the name of Mr. TANG HAN of Hongkong,
has been LOST and should the same not be
produced before the 1st proximo, a new Scrip
Certificate will be issued to the said Mr. Tang
Han, and no transaction taking place under
the old Scrip Certificate will be recognised by
the Company.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
Hongkong, 16th November, 1910. [715]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to sell by
PUBLIC AUCTION,

on
WEDNESDAY,
the 23rd November, 1910, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,
A QUANTITY OF LINENS, &c.

as follows:—
PRINTS, FLANNELLETTES, WHITE
LAWNS, BLANKETS, TRAVELLING
RUGS, TOWELS, HANDKERCHIEFS,
EMBROIDERIES AND INSERTIONS,
LACE CURTAINS, FANCY MUSLIN
BLOUSES, COMBINATIONS, NIGHT
DRESSES, BABIES' FROCKS, &c., &c.
Catalogues will be issued.
On View from Tuesday morning.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th November, 1910. [716]

To Let.

TO LET.

ON or about 1st January next, SHQP
No. 30, QUEEN'S ROAD, CENTRAL.
Apply to—

THE MANAGER,
The Victoria Dispensary,
Hongkong, 9th November, 1910. [704]

TO LET.

A HOUSE in KNOTSFORD TERRACE.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 8th November, 1910. [701]

TO LET.

COMPLETELY FURNISHED,
From April 1st to October 31st, 1911, or longer.

LYEEMUN, Barker Road, 134, Peak.

Apply to—
C. G. GOK,
HAKKA & AMERICA LINE,
Hongkong Office,
Queen's Building.
Hongkong, 17th November, 1910. [717]

TO LET.

21, CONDUIT RD., OLIVION GARDENS.

1 & 2, BOWEN ROAD, lately occupied as
Auxiliary Officer's Quarters. Suitable
for Boarding House.

GODDOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 3, CONNAUGHT ROAD,
1st Floor.

A HOUSE in WONG-KEI-CHONG ROAD.
OFFICES in YORK BUILDING.
No. 10, DES VEAUX ROAD CENTRAL,
1st Floor.

SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stop at the door.

Also NEW EUROPEAN FLATS, ad-
joining the new Seaman's Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Room 202, 2nd November, 1910. [60]

TO LET.

GODDOWNS, No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Telephone 1st July, 1910. [61]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 17th Nov., 1910, 100 cts. per 5 lbs.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Moi Lung Pa B 20

" Corned—Ham Ngau Yek 22

" Roast—Shio 22

" Breast—Ngau Lum 25

" Soup, Tong Yuk 22

" Steak—Ngau Yek Pa 22

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yek Chong 20

Bullock's Brains— " Know 20 per set

" Tongue fresh—Ngau Li 20 each

" Corned—Ham Ngau Li 20

" Hand—Ngau Tau 20

" Heart—Ngau Sum 20 per B

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Keok 20 each

" Kidneys—Ngau Yek 20

" Tail—Ngau Mei 20

" Liver—Ngau Gon 20

" Tripe (dressed)—Ngau To 20

Calves' Head and Feet—Ngau Chai-
tau-koek 20 set

Mutton Chop—Young Fat Kwai 20

" Leg—Young Fat 20

" Shoulder—Young Shan 20

Pigs' Chilling—Chai chong 20

" Brains—Chai Kwau 20 per set

" Feet—Chai Keok 20

" Fry—Chai Chak 20

" Head—Chai Tau 20

" Heart—Chai Sum 20 each

" Kidneys—Chai Yek 20 pair

" Liver—Chai Kow 20

Pork Chop—Chai Fat Kwai 20

" Corned—Ham Chai Yek 20

" Leg—Chai Fat 20

" Fat or Lard—Chai Yek 20

Sheep's Head and Feet—Young Tau
Keok 20 set

" Heart—Young Sum 20 each

" Kidneys—Young Yek 20

" Liver—Young Gon 20

Sucking Pigs, To Order—Chai Chai 20

Seet Beef—Sung Ngau Yek 20

" Mutton—Sung Young Yek 20

Veal—Ngau Chai Yek 20

" Sausages—Ngau Chai Yek Tong 20

POULTRY.

Chicken—Fat Chai 20

Upput, Large, Small—Siu Kai 20

Ducks— " 20

Doves— " 20

Eggs, Hen— " 20 per doz

Fowls, Canton— " 20

" Malacca— " 20

Geese— " 20

Geese, Wild Shanghai—Shung Hol Yek
Ngo 20 pair

Musk Deer—Wong Kow 20 each

Hare— " 20

Partridge— " 20

Phasian— " 20

Pigeons, Canton— " 20 each

" Holbow— " 20

Quail— " 20

Rice Birds— " 20

Sparrows— " 20

Turkeys, Duck— " 20

" Hen— " 20

Wild Ducks, Shanghai, Sol Ap Chai 20

Teal, Shanghai, Sol Ap Chai 20

Wild Ducks Canton—Shung Shing Sol
Ap 20 per pair

FISH.

Barbel— " 20

Bream— " 20

Canton Fresh Water Fish—Hol Sin Yu 20

Carp— " 20

Codfish— " 20

Goddish— " 20

Grabs— " 20

Grass Fish— " 20

Halibut— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

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Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Loach— " 20

Gen.

Shank—Sa Yu 20

Skate—Po Yu 20

Shrimps—Ha 20

Snapper—Lap Yu 20

Sole—Tat Sa Yu 20

Tanch—Wan Yu 20

Turbot—Cho How Yu 20

Turtles, small, fresh water—Keok Yu 20

White Bait—Ngau Yu Chai 20

FRUITS.

Almond—Hung Yek 20

Apples, (California)—Kam San Ping 20

" (Chesoo)—Tin Chai Ping 20

" (Koo)— " 20

" Small—Hol Tong 20

" Quatard—Fan Lai Chai 20

Bananas, fragrant, Canton—Sung Shung 20

" Henong Chai 20

" (brides), Macao—San Heung Chai 20

ATTIMATIONS.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):
DAILY—\$88 per annum.
WEEKLY—\$18 per annum.

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The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 18, 1910.

OPIUM DIVANS.

In some circles the importance of Mr. Hallifax's decision regarding the opium divan question does not seem to be regarded with the attention it deserves. Yet it is not merely a matter of territorial utterance but a deliverance, after careful thought, of an officer in the public service who has had ample opportunity of studying at close quarters all that pertains to the opium traffic and to opium smoking in the land that lies within the precincts of the British Empire. Mr. Hallifax was, in effect, asked to define the status and the meaning of the "divan." He has decisively arrived at a conclusion. It was a pity that his Worship's fearless decision should be disturbed; but from what we hear, the Crown are about to appeal against his judgment, and of course the anti-opium party will lead their fullest support to the appeal and will aid it in all its movements. The judgment of Mr. Hallifax is far more important than most people imagine. It is notorious that this Colony has lost a vast revenue by the closing of the public opium divans without receiving adequate compensation from the Home Government (as was promised) and without any diminution in the amount of opium consumed. In fact, one authority on the opium trade openly states that the personal consumption of opium in Hongkong alone has gone up since the repressive measures against it were

instituted. A glance at the official returns will convince the casual observer of this. It is to be hoped that the judgment of Mr. Hallifax will be duly upheld by the Court of Appeal and by the Privy Council, if it goes that far. The great cry with the last Conservative Government was that things must be left to "the man on the spot," and the present Legislature is in pursuit of a somewhat similar policy. Mr. Hallifax is essentially "the man on the spot," and what he does not know about the opium habit in China is not worth knowing. This decision of his, although seemingly trivial, contains the kernel of the whole situation. The prosecution was one in which two Chinese were charged with being keepers of a divan, and eighteen others were charged with smoking opium. The action was the result of a raid made on No. 21, Possession Street, where a quantity of pipes, lamps, and other utensils used by opium smokers were found. The usual arguments were put forward that exorbitant prices were charged for tea and refreshments, that these constituted a "fee," and thereby brought the house within the category of an illegal divan. The argument is absurd. If a man prefers to go to the Hongkong Hotel or the King Edward Hotel rather than to any of the Queen's Road grog shops for a whisky-and-soda he has to pay somewhat more for his refreshment than he would be required to pay in the latter resorts, but he is compensated in his better environment, better attendance, and altogether more spacious divan. In the same way a Chinese gentleman who desires to have a cup of tea with his customary concomitant of cakes prefers to ask his friend to go to some place where the prices may be exclusively high but where everything is arranged according to the heart's desire. There is one leading merchant in Hongkong—the proprietor of a leading British firm—who has assured us that he never enters upon a big business deal or signs a contract—these are generally successful, too—without smoking a preparatory pipe of opium. The result of this, is, according to him, that his brain is cleared, the mental faculties generally enlivened, and the business instinct inspired. Be that as it may, the fact remains that the Chinese will continue to smoke or eat opium just as long as they desire to do so, let alone all the repressive measures that may emanate from Exeter Hall. Some of the anti-opium fanatics (who would be far better engaged in looking after the improvement of their own East-end slums) contend that opium is the ruin of Calcutta, as a nation. If they only knew, the average Chinese is a much more healthy specimen of humanity morally than the average European. He has greater self-discipline and, among the educated classes, as wide a range of view, as any graduate from our foremost Universities. In the matter of opium, China must be left alone to seek out her own salvation. In the meantime Great Britain is the sufferer through the curtailment of a hitherto lucrative traffic—rather her dependencies are the sufferers, such as Singapore, India, and Hongkong especially, without any commensurate compensation being awarded to them on account of their trade loss. The closing of the divans has led to a great deficit in revenue. Some three hundred licensed divans were closed summarily, but it has to be recorded with all credit to the Government that in all these cases compensation was paid in sums ranging from \$10 to \$300. Opium-smoking, however, goes on just the same, and it is likely to continue so in despite of all the restrictive measures that can be possibly conceived. If the divans do not take unto themselves the shape of tea-houses they will reappear indubitably in some other form.

PREMATURE INTERFERENCE.

We who are probably the best friends of the students of China, we who look to the young men of this generation to save the Sons of Han from Foreign domination, and the Chinese Empire from being carved up by Foreign nations who little realise the probable results of geographical butchery in this part of Asia, are disgusted at the news, published in another column, of the un-Chinese and presumptuous behaviour of the students of Yunnan Province. These boys, for they are no more, need to be reminded of the teachings of the Ancient Sages. Children must obey their parents, pupils must obey their teachers. Students who are still at school need not to be discouraged from taking an interest in politics. But this interest must be purely academic. As far as we can remember it was the students of Russian Poland who first began the unseemly custom of making political conditions an excuse for evading their lessons. What they really need, of course, is a birching. The Governor of Yunnan is apparently not a good enough "Father and Mother of the people" to adopt measures which would really not prove cruel in the long run. Birching is less drastic than rifle fire. In Russia, the students who express their political opinions by going on strike are dealt with by charges of Cossack cavalry armed with swords. This is a business which filled the civilised world with horror. It is our duty to warn the young men of China, against adopting an attitude which may

cause the utter wreck of all the hopes which lay on China have reposed in them. Only too soon will those who are now students be called away from the intellectual and not very difficult interests of the classroom to undertake the graver responsibilities of mature manhood in an age which more than any other age of times gone by demands a self-denial, self-restraint and perseverance which can only be exercised by those who have submitted themselves to discipline, strict and stern discipline during their formative years.

HER LADYSHIP.

Yesterday Lady Lugard was called upon to exercise one of those duties which a Governor's wife is expected to perform and which she can make pleasant or unpleasant not only to herself, but to other people. At the Diocesan Girls' School her Ladyship addressed the girls in terms which we think reflect the virtues of a very high type of mind. The gentle sympathy which she expressed towards the girl who had not passed the recent Oxford local examination, "because her time" (said her Ladyship), "had been wasted like her own by being ill" appeals to the heart of many others besides the one to whom it was addressed. Lady Lugard said some other words which come fittingly from the mouth of the wife of a soldier. She said "To be thoroughly efficient means a great many things. Industry, perseverance, energy." These words addressed to girls may be laid to heart by many others. They contain excellent advice given by a woman to women. But plenty of us men might do worse than think them over.

LOCAL AND GENERAL.

THE Hope Diamond is now being offered for sale in London, the price being £3,000.

TIFFIN table problems—When a rubber share is quoted at 10/- discount does it mean that people are giving it away?

A NATIVE gentleman has reported to the Police the loss of a gold platinum diamond ring, between Four Hill Road and Queen's Road.

THREE prominent English Conservative papers have declared in favour of the payment of Members of Parliament—the *Morning Post*, the *Standard*, and the *Observer*.

SIR Robert Bredon informed a Press representative in England that since his return from China he had tried to see Sir Edward Grey, but the latter would not see him.

JURORS are reminded from the Registrar's office that their attendance at the Supreme Court Criminal Sessions will not be required until Monday next at ten o'clock.

FOR returning from banishment a native was awarded six months' hard labour and four hours' strokes at the Police Court this morning.

A CHINAMAN was fined \$5 or two weeks' "hard" Mr. E. R. Hallifax this morning for using abusive language towards an employee of the Gas Co yesterday morning.

A COOLIE was sentenced to one month's imprisonment by Mr. J. R. Wood at the Magistracy this morning for the larceny of 80 catties of rice from the *Sai Tai Ok*.

A BAD shooting fatality took place in Ohmi Province, Japan, on Tuesday afternoon, when a man fired at a hare but hit his own daughter, aged six years. The child died shortly afterwards.

ACCORDING to *The Times* message to the *Osaka Asahi* dated the 1st instant, Japanese bonds have risen by 4 1/2 on the London Stock Exchange. Russian bonds are not in demand.

VISCOUNT Yerburgh, Governor-General of Chosen, is expected to leave Tokyo early in December for his post. After seeing the New Year ushered in the Viscount will return to the capital again before the Diet is opened in the middle of January.

AN Indian watchman employed by the Kowloon-Canton Railway was prosecuted by Mr. Walker for disobeying lawful orders and sleeping on duty at the Blackhead Point Station. His Worship imposed a fine of \$10 on the defendant.

NINETEEN young Chinese postal officials are about to undergo six months' training in all branches of the Austrian postal, telegraph and telephone services with a view, on returning home, to undertake the reorganisation of the Chinese postal service.

THE East Asiatic Company of Copenhagen, has ordered the wharf of Lumsenter and Wald at Copenhagen to construct a large passenger and freight vessel for the coasting trade in the Far East, to be fitted (following the example of the Hamburg-American Line's new vessel) with Diesel motors.

A CHINESE employee of the Kowloon Docks appeared before Mr. J. R. Wood this morning on a charge of stealing a piece of brass weighing 1 1/2 lbs from the docks. The brass was found in the man's possession while leaving the docks. His Worship sentenced defendant to one month's hard labour and four hours' strokes.

Mr. Long, practising for the interport shoot, at Singapore, scored 105. Singapore was to have fired in the interport match on the 4th inst. but the weather put shooting out of the question. The Singapore team will consist of ten chosen from among the following:—Capt. Phillips, Sergt. Chater, Lieut. Song, Ozy Slag, Mr. Galistan, Sergt. Tan Chow Kim, Lieut. Kemp, Surgeon Captain Fowler, Mr. de Silva, Mr. W. Akford, Mr. Long, Q. M. S. Convey and Sergt. Naughton.

THE GERMAN MAIL.

IN A TYPHOON.

The North German Lloyd steamer *Kleist* encountered very heavy weather on her journey from Singapore to Hongkong. She was due to arrive here yesterday at daylight but did not make the port until 5 o'clock this morning. Captain O. Pahnke reports that he had rough weather throughout the entire trip. Between Maclefield Bank and the Paracels the ship got into a typhoon which raged with great fierceness for several hours. By skilful management, however, the *Kleist* breasted the storm successfully until the typhoon had passed. But she was not yet out of trouble, for from the Paracels she was beset with a north-easterly gale with heavy squalls and consequent high seas. On the voyage up, two Chinese firemen died, but this was in no way connected with the arrival which the *Kleist* passed through. She was richly adorned with salt crystals when she came into Harbour but otherwise was entirely undamaged.

The *Kleist* sails to-morrow at 6 a.m. for Shanghai and Japan ports.

NEWS FROM THE NORTH.

AERONAUTICS.

[Specially Translated for the Hongkong Telegraph.]

In order not to be behind other nations, the Ministry of War has entrusted to the engineering officers of the First Division of the Army, the organisation of a School of Aeronautics and it is expected that the work of the school will be commenced at an early date.

RAILWAY REFORM.

H.E. Shan Yen-pai, Senior Vice-President of the Ministry of Posts and Communications, has decided to pay a visit to the Yellow River Bridge, of the Pe-han Railway, to inspect the damage recently caused by floods and to examine the repairs effected. His Excellency has also decided to travel over the Hainan-Kailang route in order to inspect the construction work that is going on there. It is expected that His Excellency will in the course of time visit the southern railways in order to make himself acquainted at first hand with the conditions obtaining on those lines.

THE ESTATES GENERAL.

As the representatives of the people are not satisfied with the granting of a Parliament at the end of three years they are staying in Peking until they receive authorisation from their respective Provincial Assemblies to return. They have been instructed by the Peking Authorities to leave the Capital but have not done so, except a few who were compelled to leave by the Board of Interior on account of the disconcerting way in which they had conducted themselves.

THE QUEER—A SET-BACK.

On hearing that in Hongkong a number of Chinese has formed a Queer Society, the members of which have discarded their queues before the appointed date, the Prince Regent recently called the attention of the Grand Council to the fact that the question of discarding the queue had been discussed five times in the Council but no decision has yet been arrived at. The matter is to be postponed.

PREMATURE INTERFERENCE.

Owing to the proposals of the Yunnan authorities with regard to the granting of concessions to certain foreign syndicates, chiefly French, a number of mining students in the Government Mining schools absented themselves from their classes a few days ago, and sent a protest to the Governor against the proposals to the authorities. The Governor answered a proclamation ordering them to return to their studies and refrain from interfering in official or political matters.

TWO MOTHERS.

This morning in the Summary Court Mr. Justice Hareland heard an action in which one Ohan Tan Wa claimed a sum of \$332 from a clerk on the new railway in respect of goods sold and delivered. Mr. Otto Kong Sing appeared for the defendant and said that his client was prepared to pay by instalment. He had two mothers and four children.

His Lordship—They always have large families to support in these cases. Judgment was given for payment at the rate of \$10 per month.

HARMSTON'S CIRCUS.

To-morrow night will see the concluding performance of Harmston's Circus at Causeway Bay, when a wealth of amusement is assured to the public. Owing to one entry only being received for the amateur riding contest which was to have come off last night, the competition was postponed till to-morrow night, so that intending patrons can be certain of witnessing rollicking fun to-morrow evening. Mr. Geo. Turner, a well-known local gentleman, has also decided to emulate Mr. Wilden's daring entry into the tigers' cage, where a second informal dinner party is to be held in the none too congenial company of "8 tigers," who will act as the visitors' hosts. Madame Harmston-Love takes her benefit to-morrow night, so that the public should testify their appreciation of being provided with cheap, wholesome amusement in a tangible form by attending the performance in large numbers. The last matinee of the season will be given to-morrow afternoon, when a treat is in store for those "Kiddies" who will be fortunate enough to find their way into Harmston's.

To-night, a revolving-table contest takes place, when a handsome prize is promised to the competitor who shall succeed in standing on the table for the longest time.

WONG TOKO, a brick dealer of Peel Street, was charged before Mr. J. R. Wood this morning for the larceny of 7,355 bricks valued at \$30 on the 16th inst., from a brick and tile-merchant's establishment at 66, Queen's Road West. His Worship sentenced the thief to six weeks' hard labour and four hours' strokes.

THEFT BY PORTUGUESE YOUTHS.

SENTENCES AT THE MAGISTRACY.

The three Portuguese youths who were charged on Tuesday last with the alleged theft of various trinkets from eleven houses were brought up on remand before Mr. E. R. Hallifax at the Police Court this morning.

Mr. L. d'Almada appeared for the defendants.

Mr. Almada stated that in the first instance he was desired by those responsible for the boys, and having regard to the number of offences committed, that a severe sentence should be passed. But in view of the youth of the defendants, it would be useless to send them to goal. There being no reference, he would ask that the youngsters be sent to the House of Detention until such time as they could be sent away. As regarded the first defendant, already remarked by him, Dr. Harrison had stated previously that he was not of a sound mind. The doctor had not been able to examine him again, but he would be able to come up there at 12 o'clock to examine the lad. As regarded the second boy, his mother was prepared to have him sent to South Africa or any other place. He also asked that he should be kept in custody unless arrangements could be made for sending him away. The only thing he could say with regard to the third defendant was that his Worship could see for himself that he was quite a young lad, 13 years of age, and his mother had considerable trouble with him. She had seen Mr. J. R. Wood sometime ago with a view to sending him to the reformatory but nothing could be done. He thought that the youngsters should be put in the House of Detention until such time as they should be sent away. As regarded the question of whipping he did not think it would be advisable in respect of the younger boy, as his mother had given him to understand that he was suffering from weakness of the heart, but that would be a subject for medical examination. Mr. Almada then went on to say that the people in charge of the boys were willing to have them sent to prison but they thought it would do them no good and they would be worse when they were let out.

His Worship—Who is the leading spirit in the matter?

Mr. d'Almada—I don't know.

His Worship—Are they all equally to be blamed?

Mr. d'Almada—I haven't been instructed on this point, but I know for a fact that they spent the money which was obtained in respect of the articles in Ship Street.

His Worship (to defendants)—What have you all to say?

Defendants—Nothing.

His Worship decided to let the case stand over pending the receipt of Dr. Harrison's report in respect of the first defendant.

On resuming later in the morning, Mr. d'Almada produced a certificate from Dr. Harrison referring to the first defendant which read as follows:—

"I hereby certify that I have this day examined A. V. Gutierrez. He has always been a simple-minded lad easily led astray and weak-willed. He is not insane in any way but he is distinctly weak-minded, the result of congenital disease. His father, whom I attended in his last illness, was weak, etc. I do not consider he can be considered medically responsible for any act he may be persuaded to perform by others. His case belongs on the imbecile."

At this point Mr. d'Almada again asked his Worship not to send the defendants to prison, as it would do them no good.

His Worship said he could not do anything but to convict two of the defendants. As regarded the first defendant, he would remand him for another week, so as to enable a further medical examination. The second defendant would be sentenced to one month's hard labour and 12 strokes of the birch and the third defendant to receive 12 strokes and two weeks' hard labour.

In passing sentence his Worship remarked that he took into consideration the parents' promise to send the boys away and for that reason he had dealt with them leniently.

Mr. d'Almada—Yes, your Worship.

THE SHAW SUIT.

In adjusting the roll at this morning's Summary Court, the Judge, Mr. Justice F. A. Hareland, said, in reply to Mr. Reader Harris, that he would have to hold his above action over for another week, after which they would see how the appeal cases proceeded. There were over 200 cases pending.

Mr. Reader Harris—Before the Sessions commence?

His Lordship—Yes, I will see you in Chambers about it.

In this case J. T. Shaw, Hongkong Hotel Buildings, is suing the Hongkong Electric Co. Ltd., for a sum of \$7,150, being damages for injuries to a fan, a suit of clothes and a jacket, alleged to have been caused by the negligence of the defendants or their servants in knocking over a fan standing in the plaintiff's shop on 15 July. In the alternative, the plaintiff makes the claim as damages for trespass by defendants or their servants at the same time and place.

Mr. Reader Harris of Messrs. Wilkinson and Grist appears for plaintiff and Mr. Jackson of Messrs. Johnson, Stokes and Master represents the defendants.

TYPHOON WARNINGS.

The telegrams quoted below have been received from the Manila Observatory at the American Consulate-General:—

Manila, November 17, 7 p.m.
Cyclone or Typhoon over N. China Sea, filling up.

Manila, November 18th, to a.m.
Cyclone on typhoon Pacific Ocean halfway between the Carolines and the Philippines, filling up.

RELIGIOUS ORDERS AT MACAO.

RETENTION ADVOCATED.

Following the publication of the Decree at Macao by the Portuguese Republican Government in Lisbon, against all religious orders, and the expulsion from the Port, some dominions of the members of the Society of Jesus (more commonly known as the Jesuits), considerable feeling has been aroused against the usurpers of power in Lisbon and their hypocritical profession of religious tolerance in their public manifesto, to the world at large. The self-styled Mini-ter of State have elected themselves the arbiters of men's conscience and, while openly declaring that they would allow religious freedom in the land of immaculate justice have in the same breath denounced the Jesuit Fathers and are directing the prosecution and expulsion of all members of religious orders from the country.

The Governor of Macao has, it is understood, received the Decree and, according to the instructions contained therein, has to put it into execution, however repulsive such a measure might mean to His Excellency Senator Marques' personal feelings. That the Governor is for perfect freedom of conscience in the Colony under his administration is too well known a fact to need expatiating upon. That is Excellency realises at its true worth the value of the educational establishment conducted by the Jesuit Fathers in the seminary known as the San Jose is also an obvious admitting of no dispute. And that the Governor himself is an admirer of the noble self-sacrifice of the devoted ladies who make their labour of love to care for and educate the waifs and strays of the Colony, his public utterances suffice to confirm the conviction held by all unbiased and fair-minded persons. The putting into effect of a mandate so repulsive to the nature of Governor Marques must, therefore, be an act of duty which none will carry him.

In the meantime, while the persecuted are awaiting definite orders to leave the colony bag and baggage, there are gentlemen who are endeavouring to bestir Portuguese public spirit in Hongkong with a view to securing as wide support as possible in a proposed telegraphic representation to be addressed to the Minister for the colonies in Lisbon urging the revocation of the Decree in so far as the Colony of Macao is concerned. We understand that a circular is going the rounds among the Portuguese residents here inviting them to adhere to the movement, and that a meeting is called for at the Club Lusitano this afternoon to discuss this important question.

We heartily wish the promoters of so worthy a memorial as that in process of formulation every success. For if Macao needs one thing more than any other it certainly cannot do without the good ladies who minister to the wants and see with religious fervour to the moral and spiritual upbringing of the hundreds of children entrusted to their tender charge.

It will be a sad and reproach to a Government presuming to call itself civilised, after the expulsion of the nuns from Macao, they are received with open arms in Chinese soil. We have sufficient confidence in the humane feelings of the Chinese officials to hold the belief that an institution like that conducted by the Sisters of Charity will be accorded a right hearty welcome at Canton or its immediate vicinity for the benefit of the Chinese themselves. Herein lies an opportunity ready to hand to the hundred and one Chinese gentlemen among us animated by a spirit of genuine philanthropy. Will none seize it?

THE S.S. "SOMALI."

ROUGH WEATHER MAY CAUSE PROBABLE DELAY.

The P. and O. steamer *Somali*, which was due to arrive here at 4 o'clock this afternoon from the South, has, we understand, experienced bad weather and will most probably not arrive in port until to-morrow afternoon. We have been asked to give this information with a view to reassuring our readers, who may naturally entertain fears on the subject.

RULES OF THE ROAD.

LAUNCH COXSWAIN FINED.

Before Commander Basil Taylor, R.N., Marine Magistrate, this morning, Chas. Sal, owner of cargo-boat "O. 912," prosecuted Lm Fat, master of the steam-launch *Omphale*, for disregarding the rules of the road on the 5th inst. Mr. Grist, from the firm of Messrs. Wilkinson and Grist, appeared for the complainant and Major Fisher, from the Army Service Corps, was for the defence.

Witnesses were called and his Worship convicted defendant on the ground that the latter did not reverse his engine soon enough. It was his duty to keep clear, and he did not do so. He was in an awkward position and should have reversed as soon as he saw how matters stood.

Defendant was fined \$15 or five weeks' imprisonment.

THE OLD STORY.

In the Summary Court this morning, before Mr. Justice Hareland, an old story was told. Defendant pleaded that he was only the carrier but his Lordship pointed out that the only question at issue was whether or no he got money.

In the end the defendant admitted the receipt of the money and agreed to pay \$10 per month in repayment.

NOTICE TO MARINERS.

The matter of the salvage steamer *Proctor* reports that on the 15th inst. when towing the damaged German steamer *Lyd* a towards Hongkong, and when off Chuanan Bay, the sprang a leak. Every effort it was made to beach her and finally she sank in 5 fathoms of water near the entrance to Chuanan Bay. Her masts, funnel and bridges are visible above water, and lies out of the track of all steamers.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 19TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APRIL 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Montagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. CRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamship	On
MAH LA	PHIERSANG SATURDAY, 19th Nov., Noon.
SHANGHAI	KIOWANG SUNDAY, 20th Nov., Daylight.
SHANGHAI	NA SANG MONDAY, 21st Nov., Noon.
TIENSIN	CHIPSING MONDAY, 21st Nov., 4 P.M.
SHANGHAI	WAISHING TUESDAY, 22nd Nov., Noon.
SCAPORE, PENANG & OAKUTTA, FOOXSANG	WEDNESDAY, 23rd Nov., Noon.
MANILA	LUONGSANG SATURDAY, 26th Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kaitang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & fully qualified engineers are also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Oshon, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kobe, Lohu, Daito, Simporu, Tawko, Utukan, Jasselon and Lohu.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

Telephone No. 215.

Hongkong, 18th November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To	From
SHANGHAI	"ANHUI"	19th Nov.	Midnight.
MANILA & ILOILO	"TAIFONG"	22nd "	4 P.M.
TIENSIN	"HUIHOW"	23rd "	4 P.M.
HAIPHONG	"CHIBILI"	23rd "	10 A.M.
SHANGHAI	"CHENAN"	24th "	4 P.M.
AMOI & CHINKIANG	"KANGU"	25th "	4 P.M.
ILOILO & CEBU	"SUNGKIANG"	16th "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Lintan*, *Chinkiang*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Moiray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

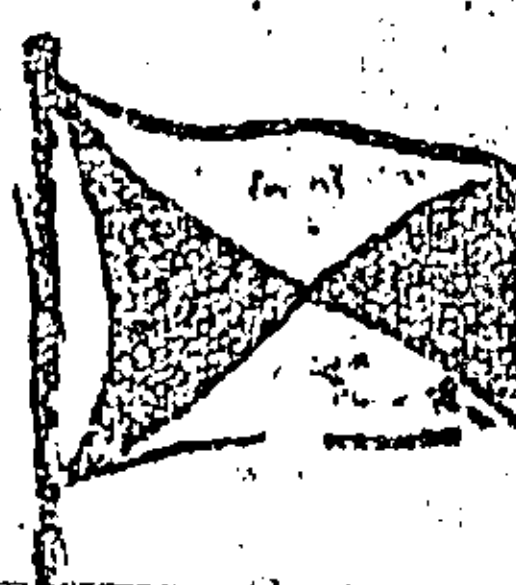
Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 16.

HONGKONG, 18th November, 1910.



HONGKONG PHILIPPINES STEAMSHIP COMPANY.

Steamship	Tons	Captain	For	Sailing Dates
RODRI	2550	S. Crosby	MANILA, ILOILO & CEBU	W. DNESSAY, 30th Nov., at 4 P.M.
CEYR	2550	E. Rice	MANILA, ILOILO & CEBU	WEDNESDAY, 7th Dec., at 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Telephone No. 16.

HONGKONG, 17th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, at 10 A.M. 20th Nov.
ANPING via SWATOW and AMOI	"SOSHU MARU"	WEDNESDAY, 23rd Nov., at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 2nd Class \$55.00 3rd Class \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cabins.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

Hongkong, 17th November, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1910
MARSEILLES, LONDON AND ANTWERP via SHANGHAI, MOJI, SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moore, Tons 9100	WEDNESDAY, 23rd Nov., at Daylight. WEDNESDAY, 7th Nov., at Daylight. WEDNESDAY, 21st Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMIKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawira, Tons 6000	TUESDAY, 6th Nov., at Daylight. TUESDAY, 3rd Jan., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekio, Tons 5000	FRIDAY, 25th Nov., Noon. THURSDAY, 22nd Dec., at Noon.
BOMBAY via SINGAPORE & COLOMBO	COLOMB MARU, Capt. E. Combes, Tons 5200	TUESDAY, 9th November.
NAGASAKI, - KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekio, Tons 5000	TUESDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 7000	THURSDAY, 24th Nov., at 5 P.M.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 23rd November.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single... 550
IYO	7,000	15th "	Return... 225
HIRANO	9,000	30th "	" 2nd class Single... 350
TANGO	8,000	12th April	Return... 160
KAMO	9,000	26th "	" Old Sir, 1st class Single... 500
AKI	7,000	10th May	Return... 250
MISHIMA	9,000	24th "	" 2nd class Single... 310
			Return... 150
Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points
INABA	7,000	28th March	1st class Single... 350
TAMPA	7,000	25th April	Return... 160
AWA	7,000	23rd May	To London via New York 1st " 250
			via St. Lawrence 1st " 250

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUBOMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST OF AFRICA, AFRICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be dispatched from this for FOMBA, &c., on SATURDAY, the 20th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Fombay by the R.M.S. *Arabia*, due to London on 7th January 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWITT, Superintendent.

Hongkong, 14th November, 1910.

NORDDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR JESSELTON, KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawau, Lahad Dagu, Labuan, Jolo and Manado.

THE Steamship

"BORNEO"

Captain F. Sembill, (ready to load on Saturday a.m.) will leave on SATURDAY, the 19th inst., at 5 P.M.

For Freight or Passage, apply to

NORDDDEUTSCHER LLOYD, MELOHNS & Co., General Agents.

Hongkong, 17th November, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On or about

Aymara 4,363 J. Boyd 19th Nov.

Dallamshire 4,410 G. E. Elliott 15th Dec.

Swario 6,252 F. S. Cowley 17th Jan.

Kumari 6,252 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

FARGEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 9th November, 1910.

HONGKONG-BOSTON-NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRATARA" On or about 26th Nov., 1910.

For Freight and further information, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 11th November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th October 1910.

Consignees

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of Nov. bar, at 9.30 a.m.

All Claims must reach us before the 27th of November, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 16th November, 1910.

Dentistry.

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES

Consultation Free

Hours: 10 a.m. to 7 p.m.

Dr. M. H. CHAUN,

DENTAL SURGEON,

13, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 1 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910.

Intimations

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voeux Road West.

TIMBER YARDS—Kowloon Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military Authorities.

WE always on hand large stock of

American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

PEARL

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. (Corrected to noon; later alterations given under "Commercial Intelligence," page 5.)

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	\$1,500,000 \$15,000,000 \$10,000,000	\$1,079.30	\$2 for first half year ending 30.6.10 @ ex 1/95 = \$22.45	5 %	\$80 sales \$86 10/-
National Bank of China, Limited	99,385	£7	£6	\$4,000 \$10,000	\$30.552	\$1 (London 3/6) for 1909	...	\$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000 \$10,000,000	none	\$15 for 1909	8 1/2 %	\$180 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 224,000 Tls. 228,644 Tls. 137,308	Tls. 205.19	Final div. of 7 1/2 % for '09 making 15 % in all	5 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$15,000,000 \$10,000,000	\$187.084	Final of \$20 per share, making in all \$50 per share for 1908 and interim dividend of \$30 per share for 1909	...	\$85
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000 \$7,000,000	17 7.57	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	1 1/2 %	\$195 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$10,000,000 \$7,000,000	\$4,8406	\$5 and bonus \$2 for 1908	7 %	\$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$15,000,000 \$10,000,000	\$425.218	\$27 for 1908	8 %	\$350 buyers
SHIPPING.								
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	\$17,743 \$170,000 \$100,000	Dr. \$5,777	\$1 1/2 for 1906	...	\$84 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$1,000,000 \$700,000	...	\$1 for year ending 30.6.1908	...	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$17,743 \$170,000 \$100,000	\$2,766	Dividend of \$1 1/2 for 30.6.10	8 1/2 %	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$13,800 \$138,000 \$92,000	£7 537.83	\$6 1/2 for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.154	...	\$58
Do. Do. (Deferred)	60,000	£5	£5	\$13,800 \$138,000 \$92,000	£7 537.83	Final div. of 2/6 per sh. (comp. 14) making in all 4/6 per sh. for '09 & ad int. div. of 1/4 per sh. on acc. for '10	5 %	\$2 1/2
"Shell" Transport and Trading Company, Limited	5,000,000	£1	£1	\$720,000 \$7,200,000 \$4,680,000	102,994	A dividend of 7 1/2 % for '09 ending 30.4.10	5 %	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$7,150 \$71,500 \$46,551	\$1 150	A bonus of 5 % for '09 ending 30.4.10	6 %	\$17
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$5,200,000 \$3,380,000	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 %	\$125 sales
Union Sugar Refining Company, Limited	7,000	\$100	\$100	...	Dr. \$113.833	\$3 for 1909	...	\$12
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$15,000 \$150,000 \$100,000	£1.435	Final div. of 1/4 for the year (90 making) 15 % (coupon No. 15)	9 %	Tls. 16 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	...	none	First year	...	Pa. 10
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	\$4 1/2 \$45,000 \$30,000	none	\$1 per share (with dividend)	5 %	\$84 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	...	none	Final of Gold \$0.65 for 1909 in all G \$4.15	...	\$97
Ducks, Wharves & Godowns.	18,000	\$25	\$25	\$45,275 \$452,750 \$294,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$9 sellers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	...	...	\$2 1/2 for 1909	4 1/2 %	\$52 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$5,500,000 \$3,600,000	\$264.847	\$1 1/2 for half year ended 30.6.19 1/2	...	\$49 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$2,500,000 \$1,600,000	\$121.75	Final of Tls. 3 1/2 making Tls. 6 (total for year 30.4.10)	8 %	Tls. 70
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000 Tls. 6,600,000	Tls. 9.222	Interim of Tls. 3 for 1910	7 %	Tls. 95 buyers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	...	...	...	...	...
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$150,000 \$100,000	Tls. 4.314	Tls. 6 for year ending 22.2.10	8 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,775 \$7,517,750 \$4,941,775	\$24.04	\$3 for 1909	8 %	\$124 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$6,000,000 \$3,900,000	\$1,277	\$3 on old shares \$1 1/2 on new shares for 1909	6 %	\$97
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$800,000 \$8,000,000 \$5,200,000	\$8,911	Interim of \$1 1/2 for 1909	7 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$15,000,000 \$9,750,000	\$1,471	45 cents for 1909	6 %	\$7 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	...	...	\$2 1/2 for 1909	8 %	\$14 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,325,045 Tls. 13,250,450 Tls. 8,656,900	Tls. 6.969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	...	...	Interim of \$1.80 for 1910	8 1/2 %	\$39 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 500,000 \$5,000,000 \$3,250,000	\$10,991	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$12,500,000 \$8,125,000	\$6,553	50 cents for year ending 31.12.08	...	\$41
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 \$1,750,000 \$1,137,500	\$4,879	Tls. 7 1/2 for year ending 31.12.09	10 %	Tls. 51
Loos-hong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	...	...	Tls. 6 for 1909	10 1/2 %	Tls. 50
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	...	...	Tls. 3 1/2 for 1909	12 1/2 %	Tls. 150
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500 \$15,000 \$10,000	£440	15 % per share for 19 9	...	\$10 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$7,200,000 \$4,680,000	Nil	60 cents for 1909	6 1/2 %	\$10 sellers
China Light and Power Company, Limited	50,000	\$1	\$1	...	...	60 cents for year ended 28.12.08	...	\$1 sellers
Do. Do. (Special shares)	50,000	\$1	\$1	...	...	80 cents for 19 9	10 %	\$74 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$12,500,000 \$8,125,000	\$2,602	\$1.20 for year ending 31.12.09	7 %	\$74 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$3,000,000 \$1,950,000	\$1,290	...	...	...
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$40,000,000 \$26,000,000	\$4,290	Interim of 15 cents per share for 1910	10 %	\$34
H. Price & Company, Limited	12,000	\$10	\$10	...	...	14 per cent. via \$1.40 for 1909	12 1/2 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	...	...	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.12.08	6 %	\$10 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$1,250,000 \$812,500	\$7,616	Interim of \$1 per share for 1910	9 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	...	...	Interim of \$1 per share for 1910	9 %	\$19 sellers
Manitoba Electric Light, Heat & Power Co., Ltd.	25,000	Ga. 100	Ga. 100	...	...	3rd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	5 %	Tls. 1,200
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$2,500,000 \$1,625,000	\$8,014	80 cents on fully paid shares and 8 cents on 50 paid shares for year ending 30.4.10	5 1/2 %	\$59 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	...	...	None	5 %	\$14 sellers
Philippine Company, Limited	75,000	\$10	\$10	...	...	None	...	...
Shanghai-Suina Tobacco Company, Limited	50,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 248,200 Tls. 161,933	Tls. 5,250	No dividend this year	...	Tls. 102 1/2
Societe des Pulpes et Papeteries du Tonkin	13,200	Benefit shares 1,300	Benefit shares 1,300	...	...	First year	...	\$36 sellers
South China Morning Post, Limited	6,000	\$25	\$25	...	Dr. \$11,090	None	...	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	...	\$27.86	10 % for year ending 31st May 1910	8 %	\$54 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	...	...	50 cents for year ending 31.12.08	8 %	\$61
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	...	...	15 % per ordinary sh. for year ended 31.12.10	5 %	\$14 sellers
Watkins Limited	10,000	\$10	\$10	...	...	35 cents for 1909	5 %	\$5 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	...	...	3 % for 1909	...	\$24 buyers
William Powell, Limited	15,000	\$7	\$7	...	...	None	...	\$2 buyers

Hotel.

ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

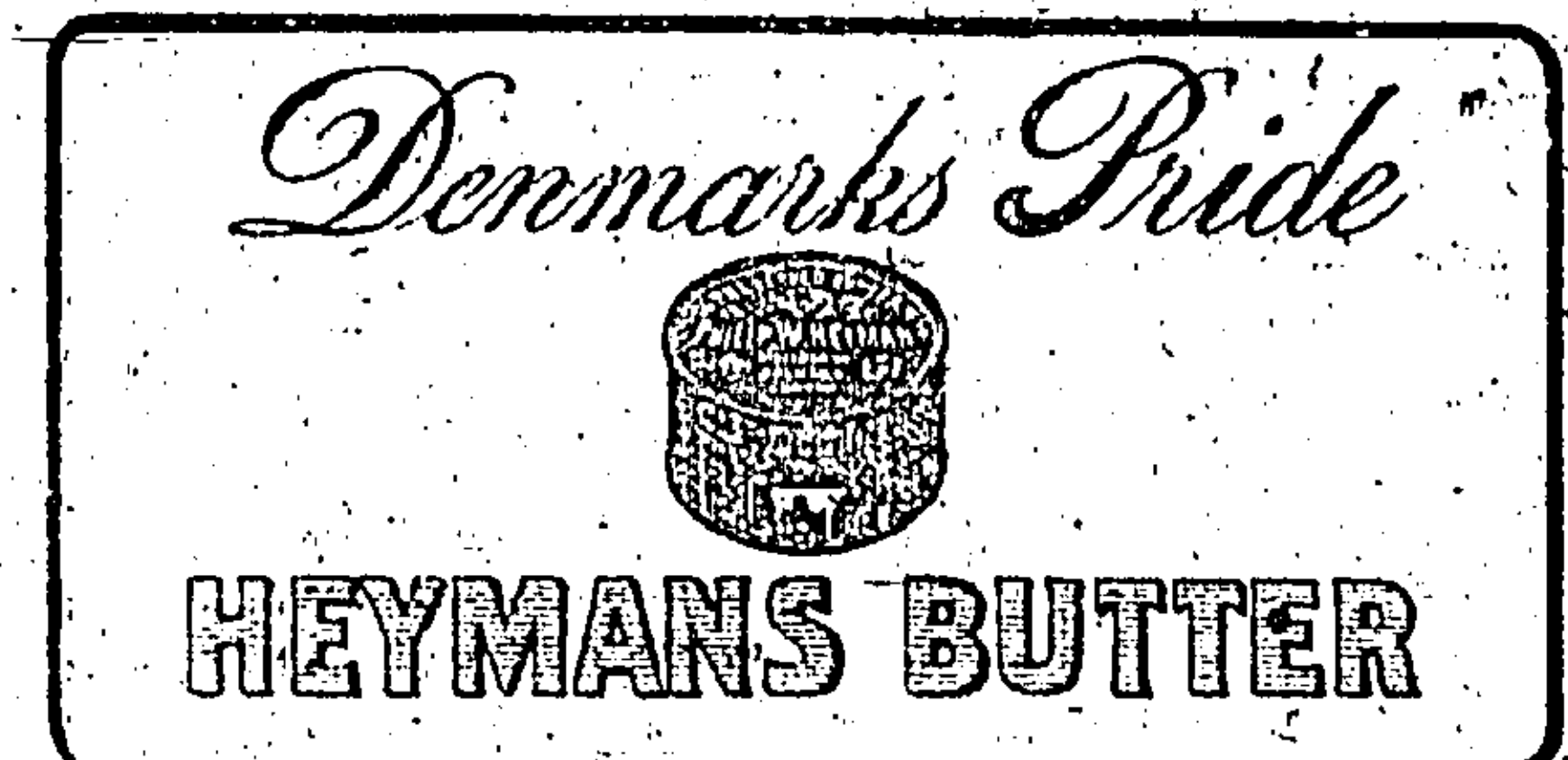
Telephone No. 987.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
Season Tickets \$1 each per month.
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.
Meals a la carte at all hours.
Dining Rooms can be reserved by application to the Manager.
A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.

W. GALLAGHER,
Manager.

Hongkong, 10th November, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 a.m. Every 15 minutes.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 a.m. Every 15 minutes.

NIGHT GARS as per Week Days.

SATURDAY.

Extra cars at 1.15 p.m., 2.15 p.m., and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Telephone, 107, 107A, 107B.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$0.30

Dose 3.25

Case-50 Bottles \$15.50

60 13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910.

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LI KWONG LOONG & CO.,

GALLERY MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at

No. 38, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co.,

15th May, 1910.

ORDERS promptly attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

HONGKONG, 18th July, 1910.

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